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STATE DOCUMENT

THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. VIII., No. 2.

February, 1965

NEW TRIO OF COMMISSIONERS

Three new members of the Montana Highway Commission will meet with the two present members in their first session February 23, 24 and 25.

Replacing Roy Sorrells, former chairman, is Dallas Van Delinder of Billings, a Certified Public Accountant, associated with the firm of Janke and Smith. Van Delinder graduated from Montana State University. Born in Poplar, he attended Belgrade schools. He is an Air Force veteran and has two children.

Alex Blewett of Great Falls takes over the position recently held by R. F. Kitchingman. Blewett has practiced law in Great Falls since 1938, and served in the House of Representatives in 1961 and 1963. The latter year saw him as house majority leader. He was born in Butte, graduated from MSU and is a WW II veteran. He is active in community affairs in Great Falls.

The third new member who, like the other two, is a Republican, is Arnold Swanson of Bozeman. He owns and operates Swanson's Mobil Station, and his list of civic activities indicates his interest in public affairs. Twice Mayor of that city, he also served on the commission for seven years. He is a past-president of the Bozeman Chamber of Commerce and has served on the board of Gallatin County Credit Bureau.

Swanson has three children: Mrs. Alfred Blockey, Jr., and a son, Keith, both of Bozeman, and Mrs. Lorrie Peterson of Livingston.

All three men are interested in good highways, and we are sure such interest will prompt them to the faithful discharge of their duties.

At press time all three appointments awaited Senate confirmation.



Paul M. Johnson, State Highway Engineer, enjoys a "three-way" handshake with Roy Sorrells and George Gosman as he bids them "good-bye" upon their retirement from the Commission. The third commissioner who resigned, R. F. Kitchingman, was not present when the photo was taken.

Roy Sorrells asked Centerline to print a statement, which was filled with encomiums for the department, together with a little bit of nostalgia for the years association with the MHD.

"The Highway Commissioners all have as a goal, a good system of highways in the State to connect all Montana communities together, as well as connections to neighboring states and Canada," Sorrells said.

"I have requested Governor Babcock not to consider my reappointment to the Commission as I would like to devote more time to my personal business, and to enable me to 'take life easy' for awhile."

"I have had the pleasure of serving the people of Montana on this board since the time the first Interstate contract was let, and in the two terms intervening I have seen this system grow to its present 501 miles of completed or under construction status."

(Continued on Page 2)

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Helena, Montana 59601



GOVERNOR

Tim Babcock

STATE HIGHWAY COMMISSION

S. N. Halvorson.....	Vice-Chairman
J. M. Nass.....	Member
Dallas VanDelinder.....	Member
Arnold Swanson.....	Member
Alex Blewett.....	Member
John D. Wheeler.....	Secretary

STATE HIGHWAY DEPARTMENT

Paul M. Johnson.....State Highway Engineer

EDITORIAL STAFF

Ernest A. Neath.....	Editor
Chet Dreher.....	Photographer
Kenneth L. Martello.....	Artist

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SORRELLS' "GOODBYE"

(Continued from Page 1)

"It has been a pleasure to serve under Governor Babcock, who is ever mindful of good highways. I am proud of the way the Montana Highway Department has fulfilled its obligation to build and maintain Montana highways."

The statement from George Gosman echoed many of the sentiments voiced by Sorrells. Adding to it were Gosman's own thoughts. "After almost 30 years of service to Montana, I am ready to retire. In so doing, I wish my successor the best of luck. He will find his associations with the Highway Commission a rewarding experience in helping net the state a system of roads second to none."

The third retiring member of the commission was R. F. Kitchingman of Great Falls, who had been appointed to fill the unexpired term of Ted James who had resigned at the time of his entrance into the campaign for Lieutenant Governor.

Kitchingman said, "I enjoyed my short term with the Commission and the HWD. I favored the compulsory retirement at age 65, which fit my situation, therefore I ten-

dered my resignation. However, I will always remember the fine association with the Commission and the department."

Centerline extends best wishes to these three men in their retirement, and we echo the sentiments of the department in hoping they will return often to visit us.

WELL DONE!

Someone spotted a "Letter to the Editor" in an Idaho Falls paper and sent it to us.

Quoting a few lines should make the maintenance men feel good in Montana.

"Roads in Montana are well plowed and sanded. However, they were mostly bare with a few icy spots. Shaded areas, however, where there is a snowpack, are so well sanded that it is almost impossible to skid."

The letter was signed by Bob Goldstein who indicated he was a salesman traveling the year around in Idaho, Wyoming, Montana, and eastern Washington and Oregon.

HIGHWAY RESEARCH MEETING

Montana will host the 1965 annual meeting of the Highway Research Board, August 18, 19, 20.

Art Quinnell, Interstate Engineer, is in charge of arrangements for this meeting, and indicates there will probably be about 30 engineers in attendance.

There will be more about this in later issues of Centerline.

AVAILABLE SCHOOLS

John Walsh, training-in-service engineer, suggests voluntary night schools to those who wish to advance in their field.

The Advanced Engineering course extends the individuals working knowledge by delivering into the other aspects of the broad field of highway engineering. It begins with a quick review of circular and parabolic curves, thence into spiral transition curves, from there into the rudiments of field astronomy, photogrammetry, soils as related to highways, highway drainage, graphs, and some introductions to mass diagrams.

Another course is Basic Mathematics. The level of this course would place it anywhere in the sequence of completing night schools.

With the term "schools" one associates the word "examinations."

Here is some advice from Walsh about these tests.

Exams are, in general, usually frustrating, but this can be minimized by a little preparation. To do well on any exam takes advance study, a suggested amount, as a minimum, is eight hours and preferably 16 divided up into two-hour sessions.

Review the primary functions of trigonometry, namely sine, cosine, tangent and the sine law. These are the only functions in trigonometry which must be memorized. Fundamentals of algebra, curves and circles should be thoroughly covered. After this review has been completed, take some sample problems, work them without the use of any reference material except the tables of logarithms and natural functions of trigonometry. After this you may expect to do well on the exam. In addition, the confidence generated by this preparation will carry you through more difficult problems.



The above picture shows Glendive Sno Go working through a drifted cut north of the town of Ekalaka, in January. This drift was estimated to be about 12 feet high and about 1,000 feet through. This was just one of the heavily drifted cuts in this declared disaster area and as they began clearing the roads, the snow removal crews came upon several groups of dead cattle along the fences and edges of roadway and borrow areas.

A HELPING HAND

Paul M. Johnson, State Highway Engineer, received a letter from Floyd J. McDowell, of the Montana School for the Deaf and Blind in Great Falls, Mr. McDowell was quite complimentary in his epistle which reads, in part:

"... our sincere gratitude and appreciation to your department and particularly to Mrs. Ethel Moore in the communications department, and the highway patrolmen who were on duty between Great Falls and Helena on February 2.

"... we had a bus load of children and station wagons bound for Helena to visit the legislature, and to give a program at the Helena Lions Club.

"... the bus developed trouble near the Mountain Palace Tavern.

"... we were quite concerned as to the safety and comfort of the 41 children and teachers who were on the bus.

"... I called the communications office of the Highway Department, and within a very few minutes we had definite word as to the disposition of the bus with our passengers.

"... the entire affair was handled with such courtesy and efficiency that I would be most neglectful in not writing this letter of commendation to the people involved."

The MHD thanks Mr. McDowell for his kind words.

VEHICLES SHOW NEED FOR MORE HIGHWAYS

Proof of the necessity to build and maintain more and better highways can be seen in the report of the Automobile Manufacturers' Association report for January. The cumulative output for 1965, as of Feb. 6, was 1,214,828 units. (A record number of vehicles were turned out last month, 972,884).

The evident need for more and better highways can be seen from the year-end report of the Automobile Manufacturers Association

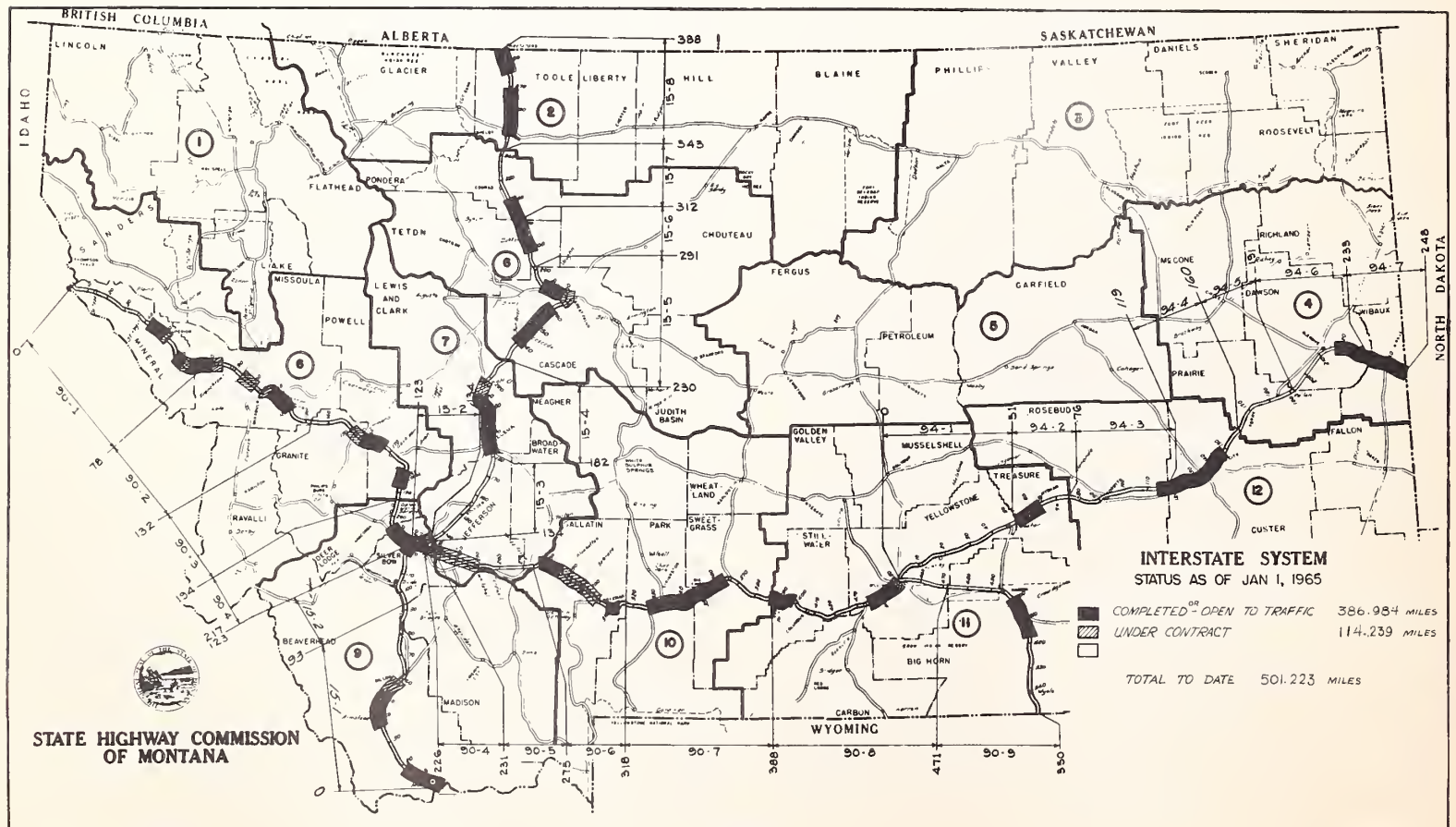
During 1964, the industry had its greatest year in total vehicle production, with a record-shattering 9,307,443 vehicles of which 7,745,491 were passenger cars.

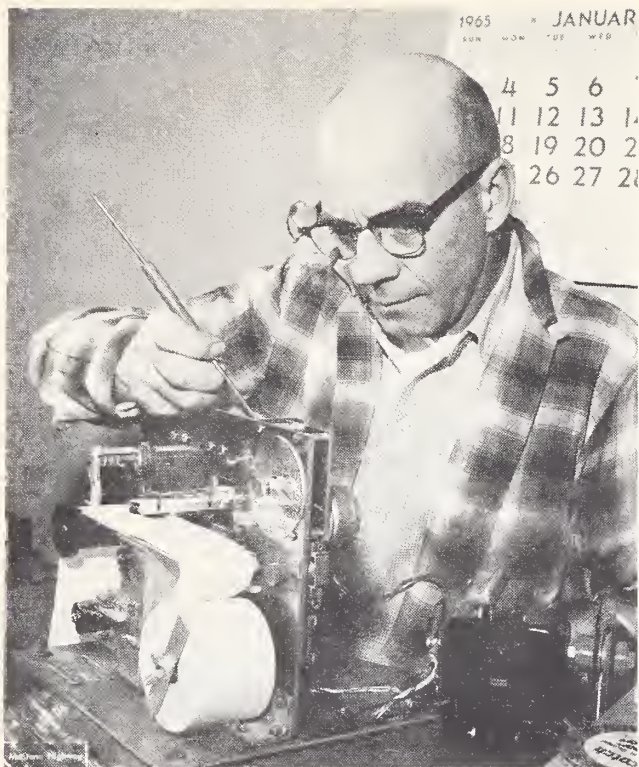
MONTANA HIGHWAY COMMISSION

RECORD OF AWARDS 1964

1958.....\$37,250,000.00 1959.....\$20,621,115.00
 1960.....\$30,863,580.00 1961.....\$42,627,666.00
 1962.....\$45,722,144.85 1963.....\$48,234,162.37
 1964.....\$66,670,084.45

	JAN.	FEB.	MAR.	APRIL	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.
MILES OF INTERSTATE	9.539	3.556	0	13.266	4.906	23.449	0	6.668	2.699	19.961	6.786	12.193
MILES OF PRIMARY	0	9.198	0	14.846	9.551	55.812	17.788	1.273	2.468	8.012	0	0
MILES OF SECONDARY	20.763	0	17.728	0	0	41.832	19.221	6.234	6.565	6.076	18.071	0
MILES OF URBAN	0	0	0	0	0	0.732	0	0	0	0	0	0.192
FEET OF STRUCTURES	0	2,157.9	1,510.5	1,057.0	472.5	3,586.7	0	2,642.0	1,175.3	1,994.8	637.0	2,752.0
\$ INTERSTATE	1,477,935.75	3,538,653.15	467,747.00	4,364,658.95	3,356,008.41	12,988,895.49	26,380.40	3,461,293.98	1,727,869.29	7,008,100.95	2,006,638.14	7,699,843.92
\$ PRIMARY	0	287,584.75	1,848.68	1,373,139.07	859,078.93	2,108,928.45	148,365.53	696,029.97	1,064,42.56	937,058.89	0	59,437.28
\$ SECONDARY	611,440.47	193,311.55	1479,827.50	0	0	1,871,496.58	125,503.79	168,926.53	649,581.95	456,612.65	995,935.16	0
\$ URBAN	0	0	0	0	0	244,568.28	0	0	0	0	0	19,512.54
TOTAL \$ FOR MONTH	2,196,076.22	6,215,625.67	8,372,678.85	14,110,476.87	18,498,777.21	35,944,661.01	38,708,726.73	43,034,977.12	46,639,061.54	55,387,342.38	587,396.04	66,670,084.45
TOTAL MILES INTERSTATE	9.539	13.095	13.095	26.361	31.267	54.716	54.716	61.384	64.083	84.044	90.830	103.023
TOTAL MILES PRIMARY	0	9.198	9.198	24.044	33.595	89.407	107.195	108.468	110.936	118.948	118.948	118.948
TOTAL MILES SECONDARY	20.763	20.763	38.491	38.491	38.491	80.323	99.544	105.778	112.343	118.419	136.490	136.490
TOTAL MILES URBAN	0	0	0	0	0	0.732	0.732	0.732	0.732	0.732	0.732	0.924
TOTAL STRUCTURES	0	2,157.9	3,668.4	4,725.4	5,197.9	8,784.6	8,784.6	11,426.6	12,601.9	14,596.7	15,233.7	17,985.7
SUPPLEMENTAL & OTHERS	0	0	0	0	0	0	0	0	145,000.72	255,237.25	233,202.25	156,680.23
MAINTENANCE	106,700.00	0	207,630.00	0	173,213.00	231,995.00	128,322.00	0	17,489.90	11,271.00	116,492.55	0
FENCING MILES	14.387	3.556	0	13.927	0	25.538	0	0	24.254	17.381	6.786	12.193
SIGNING	0	0	29.152	5.282	0	8.414	0	0	0	0	0	0
SEEDING	0	0	3.516	0	0	0	0	10.547	17.549	0	0	0
TOTAL DOLLARS	2,196,076.22	6,215,625.67	8,372,678.85	14,110,476.87	18,498,777.21	35,944,661.01	38,708,726.73	43,034,977.12	46,639,061.54	55,387,342.38	587,396.04	66,670,084.45





This month Centerline salutes Stan Mon-grain. Stan has a "one-of-a-kind" job, in that he is in charge of all traffic counters in Montana which are an integral part of the planning survey department. He works under the supervision of Paul DeVine. Stan says his job is a challenge and a rewarding one.

When he first began working for the Highway Commission in 1955 there were 36 hand-made counters being used. Today the electronic devices are manufactured by the Streeter Amet Co., and there are 90 in operation. Thirty-five are in permanent locations in different parts of the state. The others are moved periodically throughout the state by five employees.

The question is often asked, "what purpose do these counters serve?" The tabulations from the different counters aid the planning survey department in determining the type of highways

which would best suit that particular area and move the traffic more smoothly. Traffic volumes obtained from both the portable and permanent counters are used to determine the design of our highways and aid in establishing construction priorities. The permanent counters are also necessary to develop factors in expanding a short seasonal traffic count to a daily average for the year. When Stan isn't out in the field checking on his counters, he can usually be found in his shop office repairing them. He goes at his repair work like a jeweler with a loop and with tools that resemble those used by a dentist. His work requires patience, as well as skill and Stan has both. If you should happen to catch Stan in a miserable mood, you will probably learn that he is trying to repair a counter which someone has used for target practice. It costs between \$50 and \$70 to repair one of these delicate instruments. Stan is frequently sent into the field for unusual reasons. One he remembers well was a call from Dillon to check an unusually high traffic count on a certain road. When the investigation was made it was found that a local farmer had driven a large herd of cattle through the photo electric detector.

Stan was born and educated in Townsend. He and his wife, Alice, make their home in the Helena Valley.

TIRES AND TIRE CARE

The trucking industry suggests some helpful hints in prolonging tire life.

"Mechanical irregularities have a seriously adverse effect on tire life. Misaligned and unbalanced wheels probably ruin more tires than any other cause except underinflation.

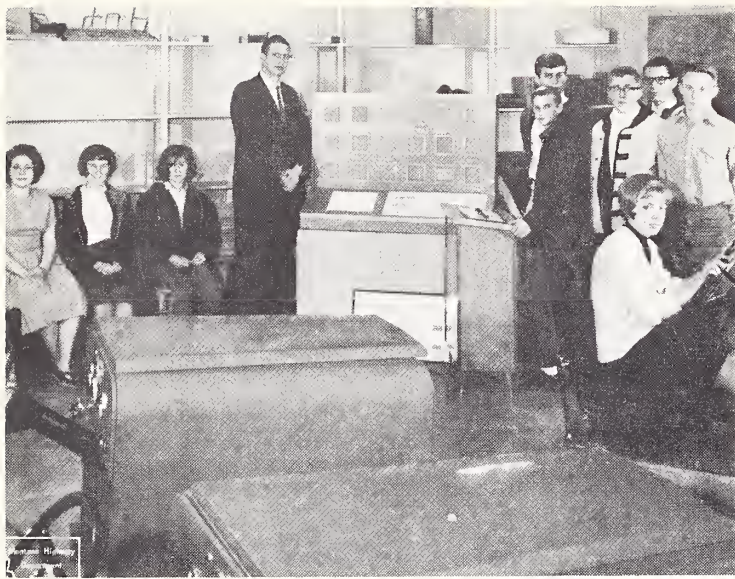
"Misalignment literally drags the tire sideways as it rolls along the road, instead of merely rolling in its intended axis.

"Besides having an adverse effect on tire life, faulty conditions can cause unpleasant riding and handling qualities of the car, and

in extreme cases can be imminently hazardous, especially at today's high speeds.

"Proper attention to your tires can increase your enjoyment of riding on Montana's fine highway, in addition to saving you money."

Acting Director of Information, Ernest A. Neath, journeyed to Whitefish on Lincoln's Birthday, to appear before the Women's Club of that city. He provided their program for the day by showing the MHD slides of flood damage last spring, and related the work done in restoration of highways and bridges by the MHD.



MHD SIGN DISPLAY GOES TO SCHOOL

The sign display, which has had wide exposure to Montanans via the county fair circuit, has been installed in the Helena High School to assist with their driver training course.

In a letter to Paul M. Johnson, the merits of the display were applauded by Fred O. Robinson, Director of Adult Education. Quoting from his letter are these statements:

"In behalf of Helena School District No. 1, Evening School Department, I express our sincere appreciation for the privilege of using your new automated highway safety teaching device entitled *know your highway signs and live longer*.

—"Your new teaching device is timely and invaluable as safety education for the identification of authentic highway signs and markers.

—"as director of adult education, I compliment you and your associates for the conception and construction of this splendidly effective teaching device. As we well know, visual education in the form of learning by doing is indeed most effective.

—"our driver training teachers are enthusiastic in the reception and use of this, your new method. One of these teachers remarked: 'It is one of the best investments the Montana Highway Department has ever made as a device for teaching safe automobile driving'."

250 YEARS OF SERVICE

The January service awards reflect 2½ centuries of combined employment of five years or more per employee.

Heading the list with 35 years is Henry B. Martin. Two 30-year employees are Archie Ray Brandon and George Hein. Others are: Cecil C. Holmes and Carl Stav, 25 years; Phill J. Datta, 20; George Jovanovich, 15; William A. Bridges, Earl L. Housel, William D. Kaufman and Clarence Therriault, 10; Hjalmar Bergendahl, Daniel L. Black, Allen B. Eley, John E. Fred, Otto A. Krieg and William J. Mahoney, 5 years.



This group of MHD employees gathered in Helena on February 9-10 to attend a seminar to equip them to conduct construction inspectors' schools in their respective divisions. Their schooling consisted of formulation of procedures and materials. These men are soil engineers and material supervisors.

Front row (l. to r.): J. Walsh, R. Matthew, A. Wiseman, W. Neeley, D. White, W. Eckert.

Second row: D. Lahn, W. Hughes, J. Kallien, E. Jonutis, A. Brant.

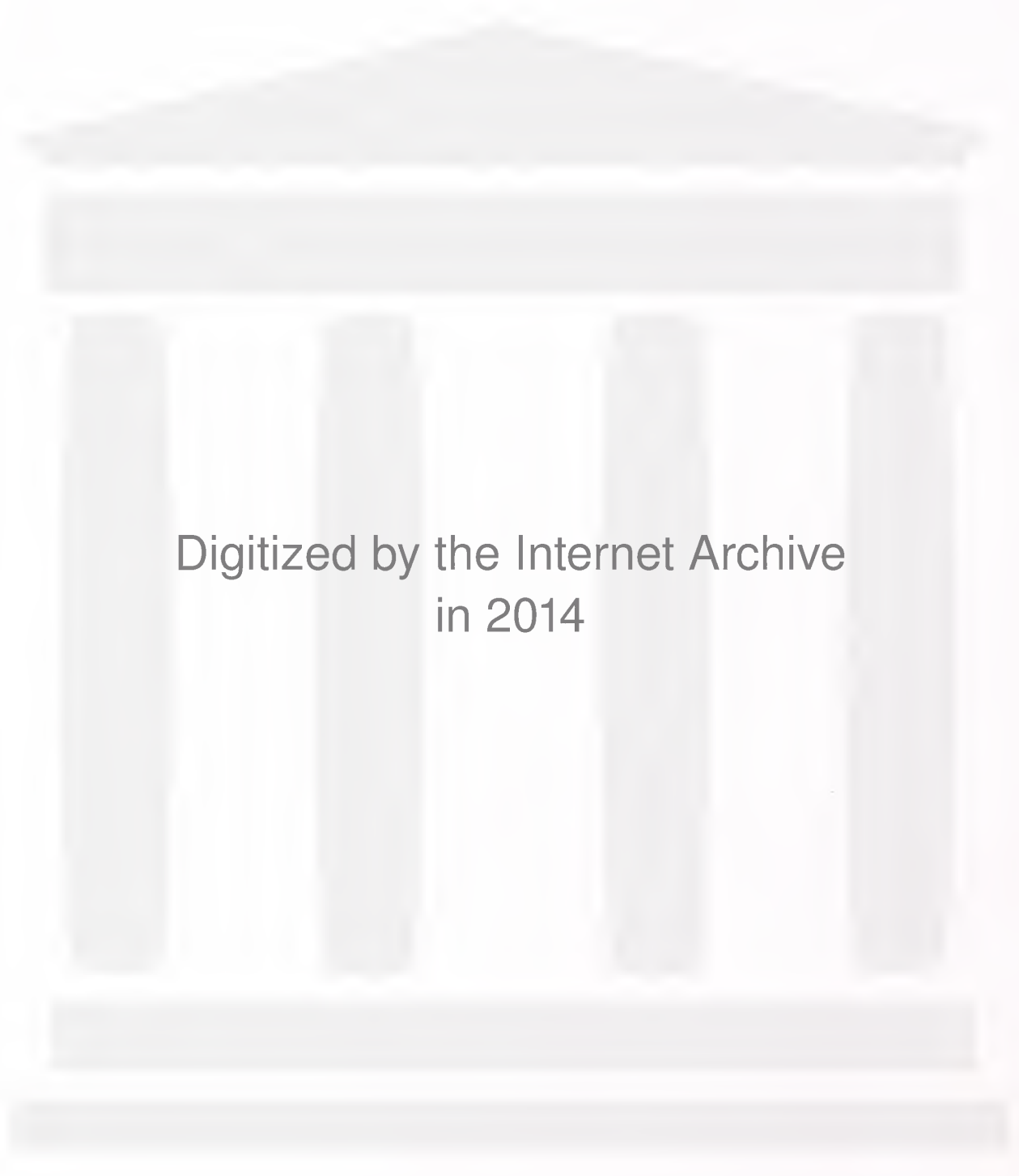
Third row: P. Cassidy, Z. Murfitt, R. Hamilton.

Fourth row: A. Bergum, H. Wheeler, L. Richter, W. Purvis, Absent when picture was taken was S. Weber.

A lady was overheard describing the conditions of her accident. It went something like this:

"I was backing my car from the parking space 20 feet back and hit and damaged the grill of car No. 2. I did not realize car No. 2 was that close, and if car No. 2 would have been one foot further back, there would not have been an accident."

MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
28	I 90-1 (25) 59 I 90-1 (24) 54 I 90-1 (30) 50 U1	10-31-65 8-31-65 7-1-65	One 826-ft. welded plate girder bridge-Clark Fork. (U.S. 10-S.E. of Superior). One 757-ft. welded plate girder bridge-Clark Fork. (U.S. 10-S.E. of Superior) 3.9 miles four-lane divided, grade, drain, aggregate surface & plant mix bituminous surface. Signing. One 17-ft. concrete junior grade separation. (U.S. 10-S.E. of Superior). 3.9 miles fencing. (U.S. 10-S.E. of Superior).
	I 90-1 (30) 50 U2 I 90-1 (31) 54 I 90-1 (32) 59	7-1-65 11-30-65 11-30-65	One 757-ft. continuous welded steel plate girder bridge-Clark Fork. (U.S. 10-S.E. of Superior). One 826-ft. continuous welded steel plate girder bridge-Clark Fork. (U.S. 10-S.E. of Superior).
29	I 94-6 (7) 216 I 94-6 (8) 221 U1	6-30-65 6-30-65	4.2 miles signing. (U.S. 10-E. of Glendive). 12.8 miles grade, drain, aggregate & plant mix bituminous surface. Widen one 106-ft. Griffith Creek -bridge One 123-ft. prestressed concrete beam bridge-Hodges Road Separation. (U.S. 10-E. of Glendive). Signing & delineation
FEDERAL AID PRIMARY PROJECTS			
101	F 33 (6) & F 108 (9)	6-30-65	8.0 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 87-S. of Roundup).
102	F 238 (10)	7-15-66	1.9 miles grade, drain, aggregate & plant mix bituminous surface. Sign. (Montana 287-Wolf Creek N.).
103	F 64 (10)	6-30-65	0.2 mile repair of slide drainage. (U.S. 87-S. of Belt).
104	F 239 (13)	9-16-65	2.2 miles (0.1 mile Portland Cement Concrete pavement, grade, drain, aggregate surface & plant mix bituminous surface. (U.S. 12-White Sulphur Springs N.E.).
	F 8 (11)	9-16-65	5.2 miles grade, drain, aggregate surface & plant mix bituminous surface. Widen 25-ft. timber bridge-Four Mile Creek to 40 ft. roadway. (U.S. 12-White Sulphur Springs N.E.).
105	F 262 (14)	7-15-65	9.6 miles grade, drain, aggregate & plant mix bituminous surface. Two prestressed concrete beam bridges. One 102-ft.-Thompson Creek. One 142-ft.-Little Missouri River. (U.S. 212-Wyoming Line N.W.).
106	F-PG 68 (12) U1	6-30-65	2.7 miles (four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing & delineation. (U.S. 10A-E. of Anaconda).
107	F 134 (7)	6-30-65	0.7 miles signing & delineation. (U.S. 212-Laurel S.).
108	U 388 (8)	9-15-67	0.2 miles four-lane divided, grade, drain, aggregate & plant mix bituminous surface. Sign. (U.S. 91-S. of Great Falls).
109	F 220 (8)	7-16-65	3.3 miles grade, drain, aggregate surface, & plant mix bituminous surface. (U.S. 2-E. of Cut Bank).
	F 154 (6)	7-16-65	4.2 miles grade, drain, aggregate surface, & plant mix bituminous surface. (U.S. 2-E. of Cut Bank).
110	F 148 (8)	6-30-66	Three prestressed concrete beam bridges. One 172-ft.-Beaver Creek. One 355-ft.-Milk River. One 143-ft.-Milk River Overflow. (U.S. 2-E. of Saco).
	F 148 (9)	6-30-66	7.6 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 2-E. of Saco).
111	F 69 (11)	10-31-66	0.4 mile grade, drain, aggregate & plant mix bituminous surface. Sign. (U.S. 10-Whitehall approach to I-90).
112	F 191(24)	6-30-65	5.9 miles grade, drain, aggregate & plant mix bituminous surfacing. (U.S. 93-S. of Kalispell).
113	F 217 (11)	10-15-65	9.2 miles grade, drain, aggregate & plant mix bituminous surface. Relocation portion of NP RY tracks. (U.S. 89-S. of Livingston).
114	F 205 (8) U1 F 205 (8) U2	11-30-65 10-31-65	1.3 miles grade, drain, aggregate & plant mix bituminous surface. Signing. (U.S. 10A-New alignment-Drummond South). Three prestressed concrete beam structures. One 301-ft.-Clark Fork. One 163-ft.-CNSTP&P RY. One 188-ft.-NP RY. (U.S. 10A-New Alignment-Drummond S.).
115	U FG 228 (16)	6-30-65	1.5 miles grade, drain, cement stabilized base, surface, concrete pavement, plant mix bituminous, seal coat oil. One concrete underpass - NP RR. (U.S. 10-In Billings).
	F 228 (19) U1 F 228 (19) U2	7-1-65 7-1-65	0.6 miles grade, drain, aggregate & plant mix bituminous surface. Signing & delineation. (U.S. 10-West Billings Interchange). 0.6 miles fencing. (U.S. 10-West Billings Interchange).
116	F 260 (10)	7-1-65	0.5 miles grade, drain, aggregate & road-mix bituminous surface. Support wall for slide area correction. (U.S. 2-E. of W. Glacier).
117	F 115 (14)	8-4-65	8.6 miles grade, drain, aggregate & plant mix bituminous surface. Signing & lighting. (U.S. 12-Harlowton E.).
118	F 149 (21) & F 395(9) F 180 (7)	6-30-65 6-30-65	Lighting & signals. (U.S. 87 & ByPass Junction-Great Falls). Lighting & signals. (U.S. 87-E. of Great Falls).
119	F 193 (16)	9-15-65	1.6 miles grade, drain, aggregate & plant mix bituminous surface. (Montana 5-In Plentywood).
120	F 114 (6)	6-30-65	2.4 miles signing & delineation. (U.S. 10-Hyesham connection to Interstate 94.).
121	ER 53 (2) (F 208)	6-30-65	Repair flood damaged 122-ft. prestressed concrete beam bridge-Kennedy Creek & Road Approaches. (U.S. 89-N.W. of Browning).
122	ER 57 (2) (F 236)	6-30-65	0.2 mile repair flood damage, grade, drain, aggregate & bituminous surface treatment. Install 12'10"S x 8'4"H. x 82" S.P.R.A.C. Culvert & Cartwright Coulee. (U.S. 87-N. of Dupuyer).
123	F 191 (20) U1	6-30-65	7.3 miles (2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling. (U.S. 93-N. of Polson).
124	F 246 (13)	6-30-65	9.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Montana 205 - S.E. of Circle).
125	F 2 (17)	6-30-65	24.4 miles aggregate & plant mix bituminous surfacing. (Montana 7-N. of Baker).
126	ER 59 (3)	7-31-65	One 183-ft. prestressed concrete beam bridge-Deep Creek. Road approaches. (Montana 287-S. of Choteau).
127	F 184 (15)	6-30-65	1.1 miles seeding & mulching. (U.S. 10-N. of Deer Lodge).
128	ERFO 41 (1) **	1965	1.0 mile grade, drain, aggregate & plant mix bituminous surfacing. One 36-ft. concrete slab bridge-Cougar Creek. (U.S. 191 N. of W. Yellowstone).
129	F 251 (11)	9-15-65	7.6 miles grade, drain, aggregate & plant mix bituminous surface. (Montana 5-Scobey E.).
130	F 27 (6) & F 28 (5)	9-15-65	6.1 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 87-S. of Grass Range).
131	F 43 (17)	6-30-65	15.9 miles plant mix bituminous surface. (Montana 43-N. of Wisdom).
132	F 53 (13) & F 230 (9)	6-30-65	2.1 miles, four-lane median divided grade, drain, aggregate & plant mix bituminous surface. (U.S. 10-Billings E.).
133	ER 57 (6) (F 236)	6-30-65	0.3 mile grade, aggregate & bituminous treatment, bridge approaches. One 122-ft. prestressed concrete beam bridge-Dupuyer Creek Overflow. (U.S. 89-N. of Dupuyer).
134	F 215 (12) U1	11-30-65	One 122-ft. prestressed concrete beam bridge-Lolo Creek. (U.S. 93 - S. of Lolo).
135	ER 59 (2) (F 65)	9-30-65	One 60-ft. prestressed concrete beam span addition to existing 165-ft. concrete & steel pony truss bridge-Teton River. (U.S. 89-S. of Choteau).
136	SMP 4220-01-A310-01-23-4030	6-30-65	Repair drainage system & retaining wall of underpass - GN RY. (Mont. 13W - In Wolf Point).
FEDERAL AID SECONDARY PROJECTS			
201	S 340 (8)	8-15-65	4.4 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Chinook).
202	S 58 (6)	8-31-65	1.1 miles grade, drain, aggregate & plant mix bituminous surface. One 650-ft. welded plate girder bridge - Flathead River. One 128-ft. prestressed concrete beam overpass - NP RY. (Perma North).
203	R-AD 11 (1) & S 368 (16)	9-15-65	14.9 miles grade, drain, aggregate & plant mix bituminous surface. Widen to 30-ft. roadway bridge over East Fork Cherry Creek. (Glasgow N.).
204	S 316 (11)	6-30-65	7.6 miles grade, drain, aggregate & plant mix bituminous surfacing. (N. of Cut Bank).
205	S 318 (4) & S 347 (11) *	8-31-65	8.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Ekalaka S.).
206	S-SG 192 (4) U1 S-SG 192 (4) U2 S-SG 192 (5)	7-1-65 7-1-65 6-30-65	1.0 miles grade, drain, aggregate & plant mix bituminous surfacing. Signing & delineation. (Connection to W. Billings Interchange). 1.0 mile fencing. (Connection to W. Billings Interchange). One 190-ft. prestressed concrete beam overpass-NP RY. (S.W. of Billings).
207	S 35 (13)	10-30-65	10.2 miles grade & drain. (W. of Dillon).
208	S 18 (6)	6-30-65	7.3 miles grade, drain, aggregate & plant mix bituminous surfacing. One 112-ft. prestressed concrete beam bridge-Musselshell river. (Two-dot S.).
209	S 237 (3)	9-1-65	5.9 miles grade, drain, aggregate & plant mix bituminous surface. (Jct. with I 15 9-01-65 E. - E. of Kevin).
210	S 2 (7)	6-15-65	6.2 miles aggregate & plant mix bituminous surface. (Junction Montana 20E.).
211	ERFO 41 (1) **	1965	15.6 miles grade, drain, aggregate & plant mix bituminous surfacing. Two concrete slab bridges. 75-ft. Grayling Creek & 124-ft. Beaver Creek. Widen 83-ft. concrete girder bridges-Cabin Creek. (N.W. of W. Yellowstone).
212	S-SG 218 (2)	9-30-65	0.6 miles grade, drain, aggregate & plant mix bituminous surfacing. One 34-ft. concrete underpass-Dakota Street. Two 38-ft. steel underpasses-CMSTP&P RR. (Russell St.-S. of Missoula).
213	S 301 (13)	6-30-65	5.0 miles grade, drain, aggregate & plant mix bituminous surface. (N.W. of Havre).
214	S 65 (7)	7-1-65	4.9 miles aggregate & plant mix bituminous surface. (S. of Big Fork).
215	ROW S 370 (13)	6-30-65	Reset 239 rods of fencing. (W. of Wilsall).
216	S 307 (14)	7-31-65	6.1 miles grade, drain, aggregate & plant mix bituminous surface. Widen three timber bridges to 28-ft.-Little Battle Creek, two 75-ft.-Butte and Cowboy Steel Creek. (S.E. of Geraldine).
217	S 307 (15)	7-31-65	5.1 miles grade, drain, aggregate & plant mix bituminous surface. (S.E. of Geraldine).
218	S 264 (4)	6-30-65	Install 120" Structural Plate Pipe. (N. of Van Norman).
219	S 417 (3)	7-30-65	7.3 miles grade, drain, aggregate & plant mix bituminous surface. (S.E. of Plentywood).
220	S 85 (00) U2 & S 85 (3) U2	6-30-65	Three prestressed concrete beam bridges. One 92-ft. & 71-ft.-Horse Prairie Creek. One 71-ft.-Medicine Lodge Creek. (Armstead W.).
221	S 192 (7)	7-1-65	3.2 miles grade, drain, aggregate & plant mix bituminous surface. (N.E. of Laurel).
222	S 410 (3)	9-1-65	6.6 miles grade & drain. (N. of Troy).
223	S 405 (3)	10-15-65	7.9 miles grade, drain, aggregate & plant mix bituminous surface. One 163-ft. prestressed concrete beam bridge-Spring Creek. (Hanover E. & W.).
224	ER 53 (4) (FAS 266) S 413 (3)	6-30-65 6-30-65	One 173-ft. prestressed concrete beam bridge - Cut Bank Creek. (N. of Browning). 1.9 miles grade, drain, aggregate & plant mix bituminous surface. One 102-ft. prestressed concrete beam bridge-Flint Creek. (S. of Drummond E.).
225	S 414 (3)	6-30-65	2.5 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Drummond W.).
226	ER 53 (5) (FAS 249) ER 57 (4) (S 193)	6-30-65 6-30-66	One 163-ft. prestressed concrete beam bridge - Cut Bank Creek. (N.W. of Browning). One 285-ft. prestressed concrete beam bridge-Bird Creek. (N.W. of Valler).
227	S 419 (3)	8-30-65	0.9 miles grade, drain, aggregate surface. 0.7 miles plant mix bituminous surface. (Approach I 90 Separation-w. of Alberton).
228	S 9 (10)	6-30-65	3.7 miles reshape, aggregate & plant mix bituminous surface. (S. of Boulder).
229	S 107 (9)	6-30-65	7.0 miles grade, drain, aggregate & plant mix bituminous surface. Widen timber bridge to 32-ft. roadway. (N.E. of Conrad).
230	S 400 (3)	6-30-65	6.4 miles grade & drain. (S. of Hamilton E.).
231	S 400 (4)	6-30-65	6.4 miles aggregate & plant mix bituminous surface. (S. of Hamilton E.).
232	S 426 (4)	8-31-65	0.2 mile grade, drain, aggregate surface, approaches to Gallatin River Bridge. (N.E. of Manhattan).
233	S 415 (3)	6-30-65	6.0 miles grade, drain, aggregate surface. One 92-ft. prestressed concrete beam bridge-Lake Creek. (E. of Medicine Lake).
234	S 194 (4)	6-30-65	0.3 miles grade, drain, aggregate surface. One 225-ft. prestressed concrete beam bridge-Box Elder Creek. (E. of Ekalaka).
235	S 243 (3)	7-31-65	6.5 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Bozeman).
236	S 388 (5)	6-30-65	9.5 miles grade, drain, & aggregate surface. (N.E. of Miles City).
237	US 70 (4)	8-15-65	0.7 miles grade, drain, aggregate & plant mix bituminous surface. (Fifth Avenue In Havre).
238	S 402 (3)	6-30-65	7.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (N.E. of Culbertson).
OFF SYSTEM PROJECTS			
301	GNP 8-A4 *	1965	One 403-ft. prestressed concrete beam bridge-N. Fk. Flathead River. (In Glacier Park).
	GNP 8-A5 *	1965	8.5 miles grade, drain & base. (In Glacier Park).
302	ERFO 63 (1) *	1966	Reconstruct seven bridges & repair one bridge. (In Glacier Park).
303	ERFO 66 (2) *	1965	One 201-ft. treated timber bridge-McDonald Creek. (In Glacier Park).
* - Bureau of Public Roads Projects.			
** - Bureau of Public Roads Projects. - Map Index Numbers 128 & 211 one contract.			



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MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH, TYPE OF CONSTRUCTION AND LOCATION	MAP INDEX NUMBER	PROJECT NUMBER	PROBABLE COMPLETION DATE	LENGTH, TYPE OF CONSTRUCTION AND LOCATION
FEDERAL AID INTERSTATE PROJECTS				FEDERAL AID PRIMARY PROJECTS			
1	1-10 90-2 (25) 95 U1	10-31-66	7.8 miles four-lane divided, grade, drain, cement base stabilization, aggregate surface, plant mix bituminous & Portland Cement Concrete paving. Signing. Nine prestressed concrete structures. One 321-ft. Overpass-Dawson Interchange, dual 163-ft. overpass - NP RT, dual 138-ft. overpass-County Road, dual 145-ft. overpass-Grant Creek & Interchange, two 32-ft. bridges-Grant Creek on Interchange ramps. (New alignment - I 90-W. of Missoula).	28	I 90-1 (25) 59 I 90-1 (24) 54 I 90-1 (30) 50 U1	10-31-65 8-31-65 7-1-65	One 825-ft. welded plate girder bridge-Clark Fork. (U.S. 10-W.E. of Superior). One 757-ft. welded plate girder bridge-Clark Fork. (U.S. 10-W.E. of Superior). 3.4 miles four-lane divided, grade, drain, aggregate surface & plant mix bituminous surface. Signing. One 17-ft. concrete junior grade separation. (U.S. 10-S.E. of Superior).
2	1-10 90-2 (25) 95 U2 1-10 90-2 (14) 105 U1	10-31-66 10-15-65	7.8 miles fencing. (New alignment - I 90-W. of Missoula). 6.3 miles grade, drain, cement base stabilization, aggregate surface, Portland Cement Concrete pavement and plant mix bituminous surface. One 88-ft. steel & concrete NP RT overpass-Van Buren Street. Signing & lighting. (New alignment - I 90-Missoula E.). 4.9 miles fencing. (New alignment - I 90-Missoula E.).	29	I 90-1 (30) 50 U2 I 90-1 (31) 54 I 90-1 (32) 59 I 90-1 (24) 59 I 94-6 (7) 216 I 94-6 (8) 221 U1	7-1-65 11-30-65 11-30-65 11-30-65 6-30-65 6-30-65	3.7 miles fencing. (U.S. 10-W.E. of Superior). One 157-ft. continuous welded steel plate girder bridge-Clark Fork. (U.S. 10-W.E. of Superior). One 825-ft. continuous welded steel plate girder bridge-Clark Fork. (U.S. 10-W.E. of Superior). 4.2 miles signing. (U.S. 10-E. of Glendive). 12.8 miles grade, drain, aggregate & plant mix bituminous surface. Adden one 106-ft. Griffith Creek bridge - One 143-ft. prestressed concrete beam bridge-Hodges Road separation. (U.S. 10-E. of Glendive). Signing & delineation
3	1-10 90-2 (14) 105 U4 I 90-4 (8) 226 U1	4-30-65	2.8 miles four-lane divided, grade, drain, cement stabilized base, aggregate surface, plant mix bituminous surface & concrete pavement. (New alignment - I 90-Butte S.E.). 2.8 miles fencing. (New alignment - I 90-Butte S.E.).	FEDERAL AID PRIMARY PROJECTS			
	1 90-4 (8) 226 U2 1 90-4 (10) 227 U1 1 90-5 (6) 231 U1	6-30-65 8-30-66 8-30-66	2.6 miles four-lane divided, grade, drain, aggregate surface, plant mix bituminous surface. Signing. (New alignment - I 90-Butte S.E.). 7.1 miles four-lane divided, grade, drain, aggregate surface, plant mix bituminous surface. Dual 1-3-ft. prestressed concrete beam overpass - Pipestone Interchange. (New alignment - I 90-Butte S.E.). 2.6 miles fencing. (New alignment - I 90-Butte S.E.). 2.3 miles fencing. (New alignment - I 90-Butte S.E.). 7.1 miles fencing. (New alignment - I 90-Butte S.E.).	101 102 103 104	F 33 (6) & F 108 (9) F 238 (10) F 64 (10) F 239 (13)	6-30-65 6-30-65 6-30-65 9-16-65	8.0 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 87-S. of Roundup). 1.7 miles grade, drain, aggregate & plant mix bituminous surface. Sign. (Montana 287-molf Creek N.). 2.2 miles (0.1 mile Portland Cement Concrete pavement, grade, drain, aggregate surface & plant mix bituminous surface. (U.S. 12-White Sulphur Springs N.E.). 5.2 miles grade, drain, aggregate surface & plant mix bituminous surface. Adden 23-ft. timber bridge-Four Mile Creek to 60 ft. roadway. (U.S. 12-White Sulphur Springs N.E.). 9.6 miles grade, drain, aggregate & plant mix bituminous surface. Two prestressed concrete beam bridges. One 102-ft.-Thompson Creek. One 122-ft.-Little Missouri River. (U.S. 212-Wyoming Lane N.W.).
	1 90-5 (17) 233 U1	8-30-66	2.6 miles grade, drain, aggregate surface. Signing. (Moose Creek Access Road to I 90.). 9.0 miles four-lane divided, grade, drain, aggregate & plant mix bituminous surface. Signing. One 375-ft. prestressed concrete beam overpass - County Road. (New alignment - I 90-Whitetail E. & W.). 4.6 miles fencing. (New alignment - I 90-Whitetail E. & W.).	105 106 107 108 109	F 262 (14) F-F 68 (12) U1 F 134 (7) F 288 (8) F 220 (8)	7-15-65 6-30-65 6-30-65 9-16-67 7-16-65	0.7 miles signing & delineation. (U.S. 212-Laurel E.). 0.2 miles four-lane divided, grade, drain, aggregate & plant mix bituminous surface. Sign. (U.S. 91-S. of Great Falls). 3.3 miles grade, drain, aggregate surface, & plant mix bituminous surface. (U.S. 2-E. of Cut Bank). 4.2 miles grade, drain, aggregate surface, & plant mix bituminous surface. (U.S. 2-E. of Cut Bank). Three prestressed concrete beam bridges. One 172-ft.-Beaver Creek. One 353-ft.-Milk River. One 124-ft.-Milk River Overflow. (U.S. 2-E. of Saco).
	1 90-5 (5) 241 U2 1-10 90-5 (5) 241 U3	11-30-65 7-31-66	Dual 315-ft. steel girder overpasses-NP RT. Four prestressed concrete beam bridges. Dual 108-ft. County Road, Dual 148-ft. Whitehall Interchange. (New alignment - I 90-Whitetail E. & W.). 6.8 miles grade, drain, aggregate & plant mix bituminous surface. Rest area. Signing. (I 15-W. of Dillon). 6.8 miles fencing. (I 15-S. of Dillon). Three prestressed concrete beam structures. One 188-ft. beaverhead River, One 163-ft. beaverhead River, One 143-ft. Barretts Interchange. (I 15-S. of Dillon).	110 111 112 113 114	F 154 (6) F 148 (8) F 118 (9) F 69 (11) F 191(24) F 217 (11)	6-30-66 6-30-66 6-30-66 6-30-66 10-31-65	Three prestressed concrete beam bridges. One 172-ft.-Beaver Creek. One 353-ft.-Milk River. One 124-ft.-Milk River Overflow. (U.S. 2-E. of Saco).
4	I 15-1 (20) 51 U1 I 15-1 (20) 51 U2 I 15-1 (20) 51 U3	7-31-66 7-31-66 7-31-66	Five structures, two prestressed concrete beam overpasses, one 301 & 321-ft. B&P RT. & C&NP&P RT, three steel & concrete overpasses. One 242 & 287-ft. NP RT. & Clark Fork. One 244-ft. N. Butte Interchange. (I 15-Butte N.). 2.2 miles fencing. (I 15-Butte N.). 0.4 miles fencing. (I 15-Butte N.).	115 116 117 118	F 205 (8) U1 F 205 (8) U2 U FO 228 (16) F 228 (19) U1 F 228 (19) U2	6-30-65 7-1-65 7-1-65 7-1-65	0.6 miles grade, drain, cement stabilized base, aggregate & plant mix bituminous surfacing. One 230-ft. steel & concrete overpass - NP RT. Signing. (New alignment I 15-Butte N.E.). 3.6 miles fencing. (New alignment I 15-Butte N.E.). 5.5 miles signing, delineation & lighting. (I 15-W. of Butte E.). 1.3 miles signing & delineation. (New alignment-S.W. of Hysham). 6.4 miles (4.0 miles four-lane divided) grade, drain, surface, plant mix bituminous surfacing. (New alignment I 94-S.W. of Hysham). 16.2 miles signing & delineation. (New alignment I 94 - S.W. of Hysham). 8.2 miles seeding & mulching. (U.S. 10-W. & S. of Deer Lodge). 8.4 miles grade, drain, cement base stabilization, aggregate surface, Portland Cement Concrete Pavement & plant mix bituminous surface. Four prestressed concrete beam structures, dual 113-ft. overpass-County Road, dual 245-ft. underpasses - U.S. 10-W. Bozeman Interchange. (New alignment - I 90-Belgrade to Bozeman).
5	1-10 15-2 (16) 126 U2 & I 115-2 (4) 126 U2 1-10 15-2 (16) 126 U3 I 115-2 (4) 126 U4 1-10 15-2 (16) 126 U4 1-10 15-2 (18) 131 U1	6-30-65 6-30-65 6-30-65 6-30-65 6-30-65 7-31-66	Dual 403-ft. steel & concrete overpasses - NP RT & C&NP&P RT. (I 15 - Butte W.). 3.4 miles grade, drain, cement stabilized base, aggregate & plant mix bituminous surfacing. One 230-ft. steel & concrete overpass - NP RT. Signing. (New alignment I 15-Butte N.E.). 3.6 miles fencing. (New alignment I 15-Butte N.E.). 5.5 miles signing, delineation & lighting. (I 15-W. of Butte E.). 1.3 miles signing & delineation. (New alignment-S.W. of Hysham). 6.4 miles (4.0 miles four-lane divided) grade, drain, surface, plant mix bituminous surfacing. (New alignment I 94-S.W. of Hysham). 16.2 miles signing & delineation. (New alignment I 94 - S.W. of Hysham). 8.2 miles seeding & mulching. (U.S. 10-W. & S. of Deer Lodge). 8.4 miles grade, drain, cement base stabilization, aggregate surface, Portland Cement Concrete Pavement & plant mix bituminous surface. Four prestressed concrete beam structures, dual 113-ft. overpass-County Road, dual 245-ft. underpasses - U.S. 10-W. Bozeman Interchange. (New alignment - I 90-Belgrade to Bozeman).	119 120 121 122	F 143 (16) F 114 (6) BX 53 (2) (F 208) BX 57 (2) (F 236)	7-15-65 6-30-65 6-30-65 6-30-65	8.4 miles fencing. (New alignment I 90-Belgrade to Bozeman). 9.5 miles four-lane divided, grade, drain, cement stabilized base, aggregate surface, Portland Cement Concrete Pavement & plant mix bituminous surface. Signing. (New alignment I 90-Manhattan to Belgrade). 8.4 miles signing. (New alignment I 90-Belgrade to Bozeman). 9.5 miles fencing. (New alignment I 90-Manhattan to Belgrade). Five prestressed concrete beam structures, dual 113-ft. West Lane separation, dual 113-ft. Central Park South separation, one 235-ft. Belgrade Interchange. (New alignment-Manhattan to Belgrade). Six prestressed concrete beam structures, dual 82-ft. Camp Creek, dual 92-ft. Beaver Creek, dual 205-ft. West Gallatin River. (New alignment I 90-Manhattan to Belgrade). 15'4" S. x 10'4" R. Structural Plate pipe arch culvert. (U.S. 91-W. of Wolf Creek). 6.7 miles seeding & mulching. (U.S. 10-W. & S. of Superior). 3.0 miles four-lane divided, grade, drain, cement stabilized base, surface & plant mix bituminous surfacing. Frontage Roads. Rest areas, signing & delineation. (U.S. 10-S. of Deer Lodge). 4.2 miles signing & delineation. (New alignment - I 90 - W. of Bonner E.). Four continuous welded steel plate girder bridges, dual 455 ft. & dual 404 ft.-Clark Fork. (New alignment - I 90-W. of Bonner E.). 5.3 miles fencing. (New alignment I 90-Laurel E.). 5.3 miles signing & delineation. (New alignment - I 90-Laurel E.). 12.0 miles grade, drain, surface, plant mix bituminous surface, rest area & signing. (U.S. 91-N. of Shelby). One 984-ft. welded plate girder bridge-Clark Fork. (U.S. 12-E. of & C&NP&P RT). 4.3 miles (2.0 miles four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing. (U.S. 10-E. of Alberton). 4.3 miles fencing. (U.S. 10-E. of Alberton).
6	I 90-6 (13) 296 U2 1-10 90-6 (14) 287 U1	9-15-65 9-30-65	8.4 miles fencing. (New alignment I 90-Belgrade to Bozeman). 9.5 miles four-lane divided, grade, drain, cement stabilized base, aggregate surface, Portland Cement Concrete Pavement & plant mix bituminous surface. Signing. (New alignment I 90-Manhattan to Belgrade). 8.4 miles signing. (New alignment I 90-Belgrade to Bozeman). 9.5 miles fencing. (New alignment I 90-Manhattan to Belgrade). Five prestressed concrete beam structures, dual 113-ft. West Lane separation, dual 113-ft. Central Park South separation, one 235-ft. Belgrade Interchange. (New alignment-Manhattan to Belgrade). Six prestressed concrete beam structures, dual 82-ft. Camp Creek, dual 92-ft. Beaver Creek, dual 205-ft. West Gallatin River. (New alignment I 90-Manhattan to Belgrade). 15'4" S. x 10'4" R. Structural Plate pipe arch culvert. (U.S. 91-W. of Wolf Creek). 6.7 miles seeding & mulching. (U.S. 10-W. & S. of Superior). 3.0 miles four-lane divided, grade, drain, cement stabilized base, surface & plant mix bituminous surfacing. Frontage Roads. Rest areas, signing & delineation. (U.S. 10-S. of Deer Lodge). 4.2 miles signing & delineation. (New alignment - I 90 - W. of Bonner E.). Four continuous welded steel plate girder bridges, dual 455 ft. & dual 404 ft.-Clark Fork. (New alignment - I 90-W. of Bonner E.). 5.3 miles fencing. (New alignment I 90-Laurel E.). 5.3 miles signing & delineation. (New alignment - I 90-Laurel E.). 12.0 miles grade, drain, surface, plant mix bituminous surface, rest area & signing. (U.S. 91-N. of Shelby). One 984-ft. welded plate girder bridge-Clark Fork. (U.S. 12-E. of & C&NP&P RT). 4.3 miles (2.0 miles four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing. (U.S. 10-E. of Alberton). 4.3 miles fencing. (U.S. 10-E. of Alberton).	123 124 125 126 127 128	F 191 (40) U1 F 244 (13) F 244 (13) BX 59 (13) BX 59 (13) BX 59 (13)	6-30-65 6-30-65 6-30-65 7-1-65 7-1-65 7-1-65	7.3 miles (2.5 miles grade & drain) surface, plant mix bituminous & seal coat oiling. (U.S. 93-W. of Folsom). 9.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Montana 206 - S.E. of Circle). 9.3 miles grade, drain, aggregate & plant mix bituminous surfacing. (Montana 7-W. of Saco). One 183-ft. prestressed concrete beam bridge-Deer Creek. Road approaches. (Montana 287-W. of Choteau). 1.1 miles seeding & mulching. (U.S. 10-W. of Deer Lodge). 1.0 mile grade, drain, aggregate & plant mix bituminous surfacing. One 36-ft. concrete slab bridge-Sugar Creek. (U.S. 191 N. of W. Yellowstone).
7	I 90-6 (13) 296 U1	9-15-65	8.4 miles fencing. (New alignment I 90-Belgrade to Bozeman). 9.5 miles four-lane divided, grade, drain, cement stabilized base, aggregate surface, Portland Cement Concrete Pavement & plant mix bituminous surface. Signing. (New alignment I 90-Manhattan to Belgrade). 8.4 miles signing. (New alignment I 90-Belgrade to Bozeman). 9.5 miles fencing. (New alignment I 90-Manhattan to Belgrade). Five prestressed concrete beam structures, dual 113-ft. West Lane separation, dual 113-ft. Central Park South separation, one 235-ft. Belgrade Interchange. (New alignment-Manhattan to Belgrade). Six prestressed concrete beam structures, dual 82-ft. Camp Creek, dual 92-ft. Beaver Creek, dual 205-ft. West Gallatin River. (New alignment I 90-Manhattan to Belgrade). 15'4" S. x 10'4" R. Structural Plate pipe arch culvert. (U.S. 91-W. of Wolf Creek). 6.7 miles seeding & mulching. (U.S. 10-W. & S. of Superior). 3.0 miles four-lane divided, grade, drain, cement stabilized base, surface & plant mix bituminous surfacing. Frontage Roads. Rest areas, signing & delineation. (U.S. 10-S. of Deer Lodge). 4.2 miles signing & delineation. (New alignment - I 90 - W. of Bonner E.). Four continuous welded steel plate girder bridges, dual 455 ft. & dual 404 ft.-Clark Fork. (New alignment - I 90-W. of Bonner E.). 5.3 miles fencing. (New alignment I 90-Laurel E.). 5.3 miles signing & delineation. (New alignment - I 90-Laurel E.). 12.0 miles grade, drain, surface, plant mix bituminous surface, rest area & signing. (U.S. 91-N. of Shelby). One 984-ft. welded plate girder bridge-Clark Fork. (U.S. 12-E. of & C&NP&P RT). 4.3 miles (2.0 miles four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing. (U.S. 10-E. of Alberton). 4.3 miles fencing. (U.S. 10-E. of Alberton).	129 130 131 132 133	F 251 (11) F 27 (6) & F 28 (5) F 27 (6) F 53 (13) & F 230 (9) BX 57 (4) (F 236)	7-15-65 7-15-65 7-15-65 6-30-65 6-30-65	7.6 miles grade, drain, aggregate & plant mix bituminous surface. (Montana 5-Scotay E.). 6.6 miles grade, drain, aggregate & plant mix bituminous surface. (U.S. 87-S. of Great Range). 1.28 miles (0.1 mile four-lane divided) grade, drain, aggregate & plant mix bituminous surfacing. (Montana 7-W. of Saco). 2.3 miles four-lane median divided grade, drain, aggregate & plant mix bituminous surface. (U.S. 10-Billings E.). 0.3 mile grade, aggregate & bituminous treatment, bridge approaches. One 124-ft. prestressed concrete beam bridge-Dupuyer Creek Overflow. (U.S. 89-W. of Dupuyer). One 122-ft. prestressed concrete beam bridge-Lolo Creek. (U.S. 73 - W. of Lolo). One 60-ft. prestressed concrete beam span addition to existing 165-ft. concrete & steel pony truss bridge-Teton River. (U.S. 89-S. of Choteau). Repair drainage system & retaining wall of underpass - GN RT. (Mont. 13-W. in Wolf Point).
8	I 90-6 (13) 296 U2 1-10 90-6 (14) 287 U1	9-15-65 9-30-65	8.4 miles fencing. (New alignment I 90-Belgrade to Bozeman). 9.5 miles four-lane divided, grade, drain, cement stabilized base, aggregate surface, Portland Cement Concrete Pavement & plant mix bituminous surface. Signing. (New alignment I 90-Manhattan to Belgrade). 8.4 miles signing. (New alignment I 90-Belgrade to Bozeman). 9.5 miles fencing. (New alignment I 90-Manhattan to Belgrade). Five prestressed concrete beam structures, dual 113-ft. West Lane separation, dual 113-ft. Central Park South separation, one 235-ft. Belgrade Interchange. (New alignment-Manhattan to Belgrade). Six prestressed concrete beam structures, dual 82-ft. Camp Creek, dual 92-ft. Beaver Creek, dual 205-ft. West Gallatin River. (New alignment I 90-Manhattan to Belgrade). 15'4" S. x 10'4" R. Structural Plate pipe arch culvert. (U.S. 91-W. of Wolf Creek). 6.7 miles seeding & mulching. (U.S. 10-W. & S. of Superior). 3.0 miles four-lane divided, grade, drain, cement stabilized base, surface & plant mix bituminous surfacing. Frontage Roads. Rest areas, signing & delineation. (U.S. 10-S. of Deer Lodge). 4.2 miles signing & delineation. (New alignment - I 90 - W. of Bonner E.). Four continuous welded steel plate girder bridges, dual 455 ft. & dual 404 ft.-Clark Fork. (New alignment - I 90-W. of Bonner E.). 5.3 miles fencing. (New alignment I 90-Laurel E.). 5.3 miles signing & delineation. (New alignment - I 90-Laurel E.). 12.0 miles grade, drain, surface, plant mix bituminous surface, rest area & signing. (U.S. 91-N. of Shelby). One 984-ft. welded plate girder bridge-Clark Fork. (U.S. 12-E. of & C&NP&P RT). 4.3 miles (2.0 miles four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing. (U.S. 10-E. of Alberton). 4.3 miles fencing. (U.S. 10-E. of Alberton).	134 135 136	F 215 (12) U1 BX 59 (2) (F 65) BHP 1220-01-4310-01-23-030	11-30-65 7-30-65 6-30-65	One 122-ft. prestressed concrete beam bridge-Lolo Creek. (U.S. 73 - W. of Lolo). One 60-ft. prestressed concrete beam span addition to existing 165-ft. concrete & steel pony truss bridge-Teton River. (U.S. 89-S. of Choteau). Repair drainage system & retaining wall of underpass - GN RT. (Mont. 13-W. in Wolf Point).
FEDERAL AID INTERSTATE PROJECTS				FEDERAL AID INTERSTATE PROJECTS			
10	I 15-5 (25) 238	6-30-65	15'4" S. x 10'4" R. Structural Plate pipe arch culvert. (U.S. 91-W. of Wolf Creek). 6.7 miles seeding & mulching. (U.S. 10-W. & S. of Superior). 3.0 miles four-lane divided, grade, drain, cement stabilized base, surface & plant mix bituminous surfacing. Frontage Roads. Rest areas, signing & delineation. (U.S. 10-S. of Deer Lodge). 4.2 miles signing & delineation. (New alignment - I 90 - W. of Bonner E.). Four continuous welded steel plate girder bridges, dual 455 ft. & dual 404 ft.-Clark Fork. (New alignment - I 90-W. of Bonner E.). 5.3 miles fencing. (New alignment I 90-Laurel E.). 5.3 miles signing & delineation. (New alignment - I 90-Laurel E.). 12.0 miles grade, drain, surface, plant mix bituminous surface, rest area & signing. (U.S. 91-N. of Shelby). One 984-ft. welded plate girder bridge-Clark Fork. (U.S. 12-E. of & C&NP&P RT). 4.3 miles (2.0 miles four-lane divided) grade, drain, surface, plant mix bituminous surface. Signing. (U.S. 10-E. of Alberton). 4.3 miles fencing. (U.S. 10-E. of Alberton).	201 202 203	S 340 (8) S 58 (6) H-AD 11 (1) & S 368 (16)	8-15-65 8-31-65 7-15-65	4.4 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Chinook). 1.1 miles grade, drain, aggregate & plant mix bituminous surface. One 650-ft. welded plate girder bridge - Flathead River. One 288-ft. prestressed concrete beam overpass - S. of (Forty North). 14.4 miles grade, drain, aggregate & plant mix bituminous surface. Adden to 40-ft. roadway bridge over East Fork Cherry Creek. (Glasgow N.). 7.6 miles grade, drain, aggregate & plant mix bituminous surfacing. (N. of Cut Bank). 8.2 miles grade, drain, aggregate & plant mix bituminous surfacing. (Exalawa S.). 1.0 miles grade, drain, aggregate & plant mix bituminous surfacing. Signing & delineation. (Connection to N. Billings Interchange). 7-1-65 One 190-ft. prestressed concrete beam overpass-NP RT. (S.W. of Billings). 10.2 miles grade & drain. (W. of Billon). 7.3 miles grade, drain, aggregate & plant mix bituminous surfacing. One 114-ft. prestressed concrete beam bridge-McDonald River. (Wadot S.). 5.9 miles grade, drain, aggregate & plant mix bituminous surface. (Jct. with I 15 9-01-65 E. - E. of Arvin). 6.2 miles aggregate & plant mix bituminous surface. Junction Montana 206-W. of (Forty North). 15.6 miles grade, drain, aggregate & plant mix bituminous surfacing. Two concrete slab bridges. 75-ft. Grayling Creek & 44-ft. Beaver Creek. Adden 83-ft. concrete girder bridge-Cabin Creek. (W. of W. Yellowstone). 0.6 miles grade, drain, aggregate & plant mix bituminous surfacing. One 36-ft. concrete underpass-Dakota Street. Two 38-ft. steel underpasses-C&NP&P RT. (Russell St.-S. of Missoula). 3.0 miles grade, drain, aggregate & plant mix bituminous surface. (N.W. of Havre). 4.9 miles aggregate & plant mix bituminous surface. (S. of Big Fork). Reset 239 rods of fencing. (W. of Missell). 6.1 miles grade, drain, aggregate & plant mix bituminous surface. Adden three timber bridges to 28-ft.-Little Baltic Creek, two 75-ft.-Butte and Cowboy Steel Creek. (S.E. of Geraldine). 5.3 miles grade, drain, aggregate & plant mix bituminous surface. (S.E. of Geraldine). Install 120" Structural Plate Pipe. (N. of Van Hornan). 7.3 miles grade, drain, aggregate & plant mix bituminous surface. (S.E. of Plentywood). Three prestressed concrete beam bridges. One 92-ft. & 71-ft.-Horse Fredrick Creek. One 71-ft.-Medicine Lodge Creek. (Armstead N.). 3.2 miles grade, drain, aggregate & plant mix bituminous surface. (N.E. of Laurel). 4.2 miles grade & drain. (N. of Troy). 7.9 miles grade, drain, aggregate & plant mix bituminous surface. One 113-ft. prestressed concrete beam bridge-Wyoming Creek. (Hannover E. & W.). One 173-ft. prestressed concrete beam bridge - Cut Bank Creek. (N. of Browning). 1.9 miles grade, drain, aggregate & plant mix bituminous surface. One 60-ft. prestressed concrete beam bridge-Flint Creek. (S. of Drummond E.). 2.5 miles grade, drain, aggregate & plant mix bituminous surface. (W. of Fremont N.). One 163-ft. prestressed concrete beam bridge - Cut Bank Creek. (N.W. of Browning). One 285-ft. prestressed concrete beam bridge-Big Horn Creek. (S.W. of Valer). 0.3 miles grade, drain, aggregate surface. 0.7 mile plant mix bituminous surface. (Approach I 90 separation-W. of Alberton). 3.7 miles reshaping, aggregate & plant mix bituminous surface. (S. of Boulder). 7.0 miles grade, drain, aggregate & plant mix bituminous surface. Adden timber bridge to 32-ft. roadway. (N.E. of Conrad). 6.4 miles grade & drain. (S. of Hamilton E.). 6.4 miles aggregate & plant mix bituminous surface. (S. of Hamilton E.). 0.2 mile grade, drain, aggregate surface, approaches to Gallatin River Bridge. (N.E. of Manhattan). 6.0 miles grade, drain, aggregate surface. One 92-ft. prestressed concrete beam bridge-Lake Creek. (S. of Medicine Lake). 0.3 miles grade, drain, aggregate surface. One 235-ft. prestressed concrete beam bridge-Big Elder Creek. (E. of Bismarck). 5.5 miles grade, drain, aggregate & plant mix bituminous surface. (S. of Laramie). 4.5 miles grade, drain, & aggregate surface. (N.E. of Miles City). 0.7 miles grade, drain, aggregate & plant mix bituminous surface. (Fifth Avenue in Havre). 7.8 miles grade, drain, surface, plant mix bituminous & seal coat oiling. (N.E. of Culbertson).
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12	1-10 90-6 (14) 287 U3	7-31-65	8.4 miles fencing. (New alignment I 90-Belgrade to Bozeman). 9.5 miles four-lane divided, grade, drain, cement stabilized base, aggregate surface, Portland Cement Concrete Pavement & plant mix bituminous surface. Signing. (New alignment I 90-Manhattan to Belgrade). 8.4 miles signing. (New alignment I 90-Belgrade to Bozeman). 9.5 miles fencing. (New alignment I 90-Manhattan to Belgrade). Five prestressed concrete beam structures, dual 113-ft. West Lane separation, dual 113-ft. Central Park South separation, one 235-ft. Belgrade Interchange. (New alignment-Manhattan to Belgrade). Six prestressed concrete beam structures, dual 82-ft. Camp Creek, dual 92-ft. Beaver Creek, dual 205-ft. West Gallatin River. (New alignment I 90-Manhattan to Belgrade). 15'4" S. x 1				

FOUR NEW R.P.E.'s IN MHD

Examinations were successfully completed by four MHD employees recently, qualifying them as *Registered Professional Engineers*.

When state highway engineer Paul M. Johnson heard the news, he was impressed, and stated that these four men are to be congratulated. 'To have men show an interest in their profession to the extent that they will study and apply themselves to better their knowledge, is encouraging. I would strongly urge others to follow their example so that the engineering profession will flourish and maintain its high standing in the world,' Johnson said.

Those who now proudly hold the RPE title are: James Keithley, in the Interstate Department in Helena; Benjamin C. Miller and John Cashell of Butte; Bruce Russell of Billings.

Jim Keithley started with the MHD in 1961 as a designer. His schooling was in Salt Lake, and he graduated from the University of Utah with a BS in Civil Engineering in 1960. He formerly was employed by the Oregon State Highway Department, the U. S. Forest Service, the BPR in Nome, Alaska, and the California Highway Department.

Bruce Russell started out as an instrumentman in 1954. His schooling was at Bridger and Montana State College, where he received his BS degree. He formerly was with the Engineering Corps of the U. S. Army, and with the Alaska Road Commission.

Benjamin Miller was also an instrumentman, and received his schooling in Lincoln, and at Helena High School. He started with the MHD in 1954, but took time out to work for the U. S. Bureau of Reclamation. His degree was obtained in 1952 at MSC, Bozeman.

John Cashell attended Immaculata Conception Grammar School, and graduated from Christian Brothers High School in 1954. He attended the Montana School of Mines and Montana State College. His experience with the MHD includes Engineering Aide, Rodman, Instrumentman and Project Engineer.

As an engineer-in-training, he furthered his knowledge of the MHD in 1961.



Seven continuous days and nights of thick, pea-soup fog created a wonderland of beauty in Helena, as indicated by this photo of the Capitol Building.

CONFERENCE IN HELENA

Leroy Hargrove, Hydraulic Engineer, is in charge of arrangements for the Annual Regional Hydraulic Conference to be held in Helena on March 2 and 3. The Montana Highway Department is playing host to this conference in which Montana, Oregon, Idaho and Washington will participate.

Bureau of Public Roads and State Highway Personnel from those states will take part.

"Recent Major Floods" will be the subject under discussion and will consider each state's experiences, especially as pertains to damage to roads and bridges, and the influence on the design of highways and structures.

To be featured are: Lester Herr, Chief of the Hydraulic and Hydrological Branch, Bureau of Public Roads, Washington, D. C.; Gene R. Riala, Herbert Gregory, Roy Tokerud of the Oregon BPR; Harold Tilzey, Idaho Division BPR; Roy Jones and Phil Keasey, Montana BPR; Leroy Hargrove, Hydraulic Engineer; Don M. Gruel, Designer, J. R. Beckert, Senior Assistant Bridge Engineer, MHD; Richard Dightman, Weather Bureau, Helena; Fred Boner, Helena, and H. M. Matthai, Denver, U. S. Geological Survey; Professor A. Scheer, and Ted Williams of Montana State College.

The seminar will compare flood situations in the Northwest, and will use the information as a guide to future highway and bridge design.

MORE CONTRACTS TO BE LET

During the calendar year 1965 the MHD anticipates letting contracts with an estimated total value of \$47,45,300. Approximately \$22 million will be for Interstate, \$25 million for ABC, and the balance for crushing and stockpiling.

This is considerably less than the record-breaking \$66,670,000 year of 1964, but at that time the MHD was working with a backlog of Federal funds which was greatly reduced by the end of last year. The plan is to be current with Federal funds by the end of June, which is the end of our fiscal year.



MHD Photographer Walt Sill, huffed and puffed up the side of the mountain to shoot this picture of IS 15 in Prickly Pear Canyon near Sieben showing a wintertime view of the new alignment and the old PTWD. Walt says he saw lots of deer while up on the hillside.

CAUTIOUS DRIVING NECESSARY

Now that Montana is getting more and more miles of new Interstate highway, the thought arises on how to drive these controlled access highways. Many drivers feel it's just a matter of stepping on the gas, relaxing and casting caution to the winds. Such an attitude is wrong. There is still plenty of danger to the unthinking discourteous driver. True, the 4-lane divided highway is many times safer than the older facilities, but as long as you are hurtling down the roadway in a ton of metal, there is a danger. With speeds of 60, 70 or even 80 miles per hour, it takes a long time to bring your car to a stop in an emergency. Therefore, give your undivided atten-

tion to your driving. Be courteous, cautious and stay alert. Another tendency on an Interstate highway is to become sleepy due to the constant drone of the motor and the relative ease of driving on a modern highway. Better stop once in a while, stretch, walk around, and keep your mind fresh. Driving can be fun and enjoyable, but it can also be dangerous if you don't follow simple precautions.

NEWS FROM THE DIVISIONS

LEWISTOWN

Tournament entries are beginning to "pour in", so get your entries in soon, so that you may get the times you desire. Remember, first come, first served. Come on, girls, get your entries in, too! The more the merrier. Remember the dates, April 10-11.

Plans are in the making for a "large party" Saturday evening April 11 after the last shift of bowling, for all Highway bowlers and their friends. Please indicate your pleasures when sending in your entry form.

Watch it, bowlers! — our Bea Knerr rolled a 254 and Charlie Strong rolled a 279 in league just recently — good tournament competition.

"Skees" Birkenbuel, Bridge Inspector, joined forces on the Hanover bridge job and is properly gaining weight at Mary Ramsey's "Home for Highway Boys."

We of the Lewistown Division wish to extend our congratulations to Harry Hardenbrook and his new bride and to Mr. and Mrs. Bob Ewing, the proud parents of a baby girl.

Milo and Leona Lahn report their new home a perfect picture this winter, and summer will be even better—just a block from the golf course.

Bob Ewing stopped to visit Walt Koester while in California on vacation and reports Walt has his ulcer all healed and is showing much improvement. We will have a new address for Walt next month.

If you come through Central Montana, stop and see Pauline and Glenn Learn at their new home just west of Lewistown on U. S. Highway 87. It seems as though country life is agreeing with them.

BUTTE

A retirement dinner was held January 30, 1965 at Lydia's in honor of Maintenance Charlie Snyder and Ray Macumber, who have retired after 32 and 34 years of service, respectively, to the State of Montana. Joe Kiely, Master of Ceremonies, reviewed some of Charlie's and Ray's service highlights to the 70 couples who attended the dinner. Many of the honored guests gave interesting talks on early day highway equipment and working conditions. Charlie and Ray were each presented with a savings bond and best wishes for a long and happy retirement.

BILLINGS

Charles Grimes, Division Design Engineer expects to be released from the Deaconess hospital perhaps by the time this goes to press. Walter Ward, Division Office Engineer has been directing the design section in Charlie's absence.

The Big Sky Federal Credit Union will hold its annual election of officers, February 9, 1965 at the Union Hall. Employees who are members, realized a 5% dividend on shares during the first year of the organization.

Membership is open to any State Employee in the Billings Division.

We're late with our welcome to some new people on the R/W staff—but, better late than never. "Gym" Rawlins is the new secretary, replacing Elizabeth Lee, and Gordon Walter has been hired as R/W Agent.

We have several on our sick list for the months of January and February. Carl Folts, mechanic, has been in the hospital for back surgery; Miles Throop, retired Division Foreman, was in for surgery; and C. R. Mackey, Division Engineer, had some kidney stones removed. We wish all of them a very speedy recovery.

Four teams from the Billings Division tuned up their bowling techniques on January 30th in preparation for the State Tournament at Lewistown in April. High team was that of Al Reather, Bob Hough, Dave Garton,

George Hein and John Miner, with a team score of 2664. High individual games were Mike Johnson (211), Mike Zahn (210), and Dan VanderJogt (208). The scores weren't too high, but later in the evening as the unfortunates paid their debt for their unworthiness, the scores went up and they resolved that the team trophy would be retained in the Billings Division for another year.

WOLF POINT

Philip F. Vert of Malta, a long time employee of the department, passed away at Great Falls on January 24, where he had gone for medical care. He was first employed by the Department on August 21, 1939, as a laborer and advanced to the position of sectionman from which position he retired on August 26, 1963, because of poor health. He is survived by his wife, two daughters and three sons. One daughter preceded him in death. His son, Dan, is employed by G.V.W. at Great Falls. A number of old time friends from various places in the division attended funeral services at Malta on Friday, January 29.

GREAT FALLS

Girls were born to Audrey and Gary Steen, and May June and Larry Lesofski. Boys were born to Arlene and Nick Morrison, and Jean and Errol Heiman. Congratulations to these proud parents!

We wish to express our sympathy to Mrs. Marcia Fransen, wife of Rick Fransen, Great Falls Designer. Mrs. Fransen had the misfortune of breaking her knee while tidying up their home. Children-chasing in a full leg cast must be real interesting!

West Side Story—T. G. Tomich, Project Engr., has been getting in shape all Fall with his YMCA swim sessions, and just recently tested out his abilities when he went for a swim (during working hours) in a water-filled cofferdam on the Great Falls West Side Interstate Project. With this for a reference, Tony's making out an application to the "Adventurers Club" for "Cofferdam Swimming in

January". Others who are considering doing the same, Note: eye glasses, watches and wallets are not covered by Industrial Accident Insurance.

GLENDIVE

James M. Dick and his wife Carol are the proud parents of a son, Michael James, born on January 20, 1965, and weighed in at 8 lb. and 8½ oz.

BOZEMAN

We believe we have done it again! It is our contention that the 44 years of State Service of Mr. Lorn F. Hardie, Division Mechanic, is the greatest number of years performed by any State Highway Employee to date. If we are in error, corrections will be welcomed in the following Centerlines.

Friday evening, January 29, fellow employees of the Montana State Highway Commission honored Lorn Hardie with a Retirement Reception in the ballroom of the Student Union Building at Montana State College. There were about one hundred persons attending.



George A. Barrett, Bozeman Division Engineer, was Master of Ceremonies for a short program and speech at which time Mr. and Mrs. Hardie were presented with a gift from fellow employees—a Polaroid Camera. Lewis Chittim, Right-of-Way Engineer from Helena

headquarters, also gave a speech and presented Mr. Hardie with a Certificate of Appreciation signed by the Honorable Governor, Tim Babcock, State Highway Engineer, Paul M. Johnson and Commission Chairman, Roy Sorrells.

During the evening coffee and cookies were served the attending guests. Mrs. George A. Barrett and Mrs. Sidney H. Davis poured. Edna M. Osborne and Florence Hulbert were in charge of the Guest Register.

Mr. and Mrs. Hardie have left for Phoenix, Arizona, to visit their son, Lorn, who is also an ex-highway employee now affiliated with the Engineering Department of the Bell Telephone System in Arizona. We all wish Mr. and Mrs. Hardie many years of happiness in their retirement.

William J. Steel, mechanic, has been promoted to Working Shop Foreman and Billy C. Ford, Working Shop Foreman has been promoted to Division Mechanic. Congratulations to both of these men and success to you in fulfilling these positions.

Another recent promotion was received by Clive Talkington from a Rodman to Instrumentman and we, too, wish him luck.

Louis Maack, Sectionman at Harrison, is back on the job again after having been home for several days due to a leg injury received when he fell on the ice.

Elmer Jerke, Rodman is hospitalized at the Veteran's Hospital in Sheridan, Wyoming, and will be there for several weeks yet.

Last, but not least, we can finally report: "It's a girl!" This time Mr. and Mrs. Kenneth Fisher are proud parents. Christine Inez Fisher was born February 2, and weighed 9 lbs. 13 ozs. Congratulations, kids, and by the way, Fisher is an Eng. Aide. (You know, Edna and this writer are going to have to start smoking in self-defense—that is, if the cigars keep coming).

Another girl! This time the lucky parents are Mr. and Mrs. Floyd Heath who also have three other girls. Mr. Heath is an Eng. Aide, also. This gal has been named Kristine and weighed 7 lbs. 9½ ozs., and was born on January 31, 1965.

DISTRESS SIGNALS

Some of you are undoubtedly familiar with the procedure to follow when you have a breakdown on the highway. Should motor failure, or other causes force you to stop, your first move is to park your car as far to the right as you can, if it is impossible to move it off the traffic lane completely.

Display a white cloth from the radio aerial, or the door handle, or the window of the car. Raise the hood and leave it up. Unless you are near to a house or other habitation, it's best to stay in your car. If it is dark, leave your lights on, including the interior light of your car.

When you observe a car displaying the distress signal, use your own judgement about stopping to render aid, but report it to the nearest law enforcement officer.

This is one of the courtesies of the roadway which everyone should know about.

HIGHWAY DRIVING

Here are a few do's and don'ts which should make your highway driving more enjoyable, and safer.

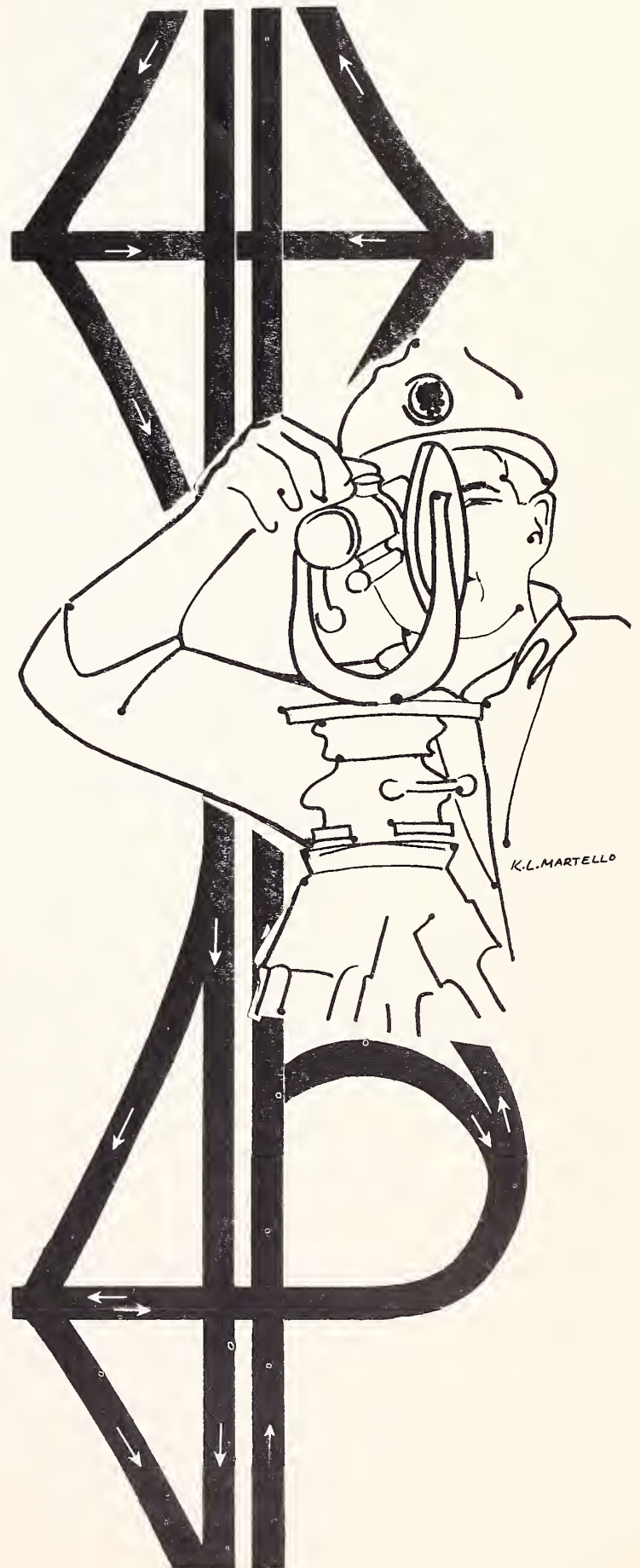
DO stay in the proper lane. Use directional signals when passing. When accelerating to merge with traffic, do it rapidly to match the speed of other cars. If trouble occurs ahead of you, apply your brakes immediately, not only to slow your own vehicle, but to warn the car following you.

DON'TS include: Drifting from one lane to another. Tailgating the car in front of you too closely. Loafing along a highway where traffic must move along at higher speeds. Starting out with an inadequate supply of fuel.

These are only a few of the Do's and Don'ts which can affect your driving. It goes without saying that the common-sense rules of safety should be observed at all times, and certainly you know those as well as anyone else.

By applying courtesy to your driving, your motoring will be much more enjoyable.

A Salute to Engineers for Engineers' Week





WHERIZZIT?

Centerline had quite a few who responded to last month's contest picture, but no correct answers were submitted for the location of the road shown which is a few miles west of Thompson Falls on the secondary Route 471.

The above photo is this month's WHER-IZZIT. If you have an idea as to the location, send your guesses to Centerline, Montana Highway Department, Helena 59601.

Look for the answer in next month's issue.



U. S. Highway No. 89 south of Livingston toward Yellowstone Park is taking on a new look, as this aerial photo shows. Hilde Construction Co. hopes to have this nine-mile section completed by the end of July.

The Center Line
STATE HIGHWAY DEPARTMENT
Helena, Montana 59601



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